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BIG FOUR PASSENGER TRAIN IN TWO WRECKS

Continued from Page One.

The charge of Robert Dopel, engineer, of Mattoon, Ill., and John Huston, fireman, of Mattoon, Ill., from Avon to the White Lick creek bridge is a down-grade nearly a mile long. After the road crosses the bridge, the roadbed gradually rises until it strikes an up-grade near the west end of the hill. It is said to be common for the Big Four flyers to tear down the hill east of the bridge at a speed of about seventy miles an hour to get the momentum to carry the heavy trains over the hill west of the creek.

This was the case in today's wreck. Dopel, who was at the open throttle, and the heavy cars behind him, was sending the train down the hill at a terrific speed. When the sleeper left the track Dopel was unable to stop his engine short of a quarter of a mile. When asked how fast he was running, Dopel said:

"I was sending her for all she was worth."

Clearing the Wreckage.

The relief train with the Indianapolis physicians returned to the city about 6:30 o'clock. The wrecking train remained at the place to put the track in order. It is said that it will require several days to put the track in first-class shape and get the Pullmans to the shops.

During the day all trains on the St. Louis division of the Big Four used the Vandalla tracks to and from Greencastle, and the Monon tracks from Greencastle to the Big Four tracks.

The Big Four track at the scene of the wreck is practically out of service for a distance of over a quarter of a mile—the distance between the broken rail and the place where the train came to a standstill.

After the rear three sleepers had torn up a long section of the track, the Pullman Tudor ran along the ties with the wheels so close to the rails that the bolts and nuts securing the rails at the joints were clipped off as clean as if done with a cold chisel.

The damage to the sleepers is estimated at about \$5,000. Although two of them were whipped about like crackers and the trucks, steps and outside trimmings torn off, and the glass and mirrors broken, the bodies of the cars hung together.

Strongly Constructed Cars.

That no lives were lost is due to the solidity in the construction of the cars. The Pullmans were put on the train at Buffalo, The other sleepers came through from New York. The Tudor is a combination buffet and sleeper.

Everyone on the train, including the trainmen, expressed amazement that none of the passengers was killed. They were not convinced that there were no dead until the wreck had been thoroughly searched.

Conductor C. McEl Jackson was highly praised for the manner in which he handled the injured and directed the work of rescue. He lives at 2919 North Illinois street.

The Rev. H. C. Riley, a Presbyterian minister, living in the country about a mile from the wreck, gave valuable assistance in rescuing the passengers. Mr.

WE INVITE YOU

to inspect our line of useful articles for holiday presents.

UMBRELLAS

for ladies and gentlemen, with gold and silver-trimmed natural, ivory, pearl and horn handles.

\$1.50 to \$15.00

Sealskin Caps for Men,

\$5.00 to \$15.00

Fur Gloves,

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Dress Gloves, Mufflers, Suspenders and Handkerchiefs

all make very handsome and useful gifts. We have a large stock of gold-trimmed articles engraved free.

Danbury Hat Co.

No. 8 East Washington St.

stantly, went to St. Louis with those who were hurt, in order to be with them."

Broken Rail Not Reported.

Concerning the cause of the wreck, Mr. Van Winkle says:

"I think that a rail broke. I don't know how it was broken, but would not be surprised if the engine broke it. I understand that a statement was made that the track walker reported a broken rail, and that no attention was paid to it. That is a mistake. No report of a broken rail from the track walker reached this office, and if the report had been made to any officer or employee of the company there is no question but it would have been attended to at once."

"I do not think the rail spread, as some believe. One remarkable thing is that the Pullman cars do not seem to be damaged a great deal. One of the cars is lying with its wheels in the air, and this gave rise to the report that it had turned over several times going down the hill. I think that is an error. The car evidently slid down the hill and then rolled over. Another is lying on its side close to the track and that car, in my judgment, did not turn over at all. Of course we can not tell at this time how much the cars are damaged, but from their appearance they are not hurt a great deal and the property loss is very small. The train men all did splendid work and by 5 o'clock everything was cleared so far as was possible."

Has a Fast Schedule.

The wrecked train, known as the Exposition Flyer, was put on a few weeks ago between New York and St. Louis at the time the schedule was shortened between the two cities. Its running time is very fast, making only a few stops between this city and St. Louis. The train leaves Cleveland at 5 o'clock in the evening and arrives in this city at 11:45 p. m., remaining here twenty minutes. It carries but few local passengers.

This is the train that on its initial run broke all records of fast time between Cleveland and Indianapolis, and next to the Knickerbocker Special, is the crack train of the Big Four company.

The Porter's Experience.

G. C. Harris, the colored porter on the Formosa, said that when he was thrown into the water tank, he felt the water running over his body, and thought the car had fallen over the bridge into the water, and that the water was running into the car. He was badly frightened and received a severe nervous shock. After he was removed from his position, he was taken to another car and, although wrapped in blankets, he had chill after chill.

Chester W. Wood, of Los Banos, Cal., had a thrilling experience. He was in the rear coach, which, he says, seemed to roll over eight or ten times. The shock awakened him, and the next thing he knew he was shaken from pillar to post. Part of the time he was on his head, and part of the time on his feet.

When the car stopped rolling he stepped out of the car into the snow in his night clothes. When he went back into the car to get his clothes he found them, but his gold watch, \$100 in cash, his railroad ticket and everything belonging to him was missing. All he had left was \$1.

Experience of Passengers.

One man from New York had his ten-year-old son with him. He threw the boy out of the car when he was injured, and the boy did not awaken until it was all over.

Another man was thrown from a right-hand lower berth to a left-hand upper berth.

Mrs. S. A. Englehart, of Middleport, O., where he secured all the doctors he could for her health. Both were badly shaken up and had to be carried from the car. They were the only women injured.

Praise for the Conductor.

General Superintendent Van Winkle was notified at 2 o'clock of the accident. As soon as he could get to his office a hackman was sent after another conductor, but the cabby got lost and could not find the man he was sent for, and another hackman was sent out. This caused considerable delay.

"Conductor Jackson, of this city, exercised splendid judgment," said Mr. Van Winkle. "The coaches and baggage cars were still on the track, and Jackson gathered up the injured and put them in a coach and took the train to Danville, where he secured all the doctors he could, and brought the doctors and the injured back to the wreck, thus giving the physicians a chance to attend to the injured without causing any delay. By that time the surgeons from Indianapolis were at the scene of the wreck, and an examination showed that no one on the train was killed, and, in fact, no one dangerously hurt."

"One woman, Mrs. Englehart, appeared to be the worst hurt, but she declared that she wanted to go on. I asked Dr. Ford if it was safe for her to travel, and he replied that it was, and she went on to St. Louis. The company offered to place the injured in a hospital at Indianapolis, or anywhere they desired to go. All said that they preferred to continue their journey, and they went on. Dr. Ford, the company's chief surgeon, and his assistants, went to St. Louis with those who were hurt, in order to be with them."

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A BREAK IN THE MACHINE.



The Potato King Objects to the Democratic Boss's French Lick-Made Plans.

liked our cigars and would stay. Finally two men in the smoker left their seats and we hurried in.

"It was not a minute after that we heard a crash and a cracking and the rear platform of the smoker was twisted off. If we had still been there we would have been hurled under the car behind. It was a narrow escape, and we were both nervous. When I left Mr. Gresham at Indianapolis, I told him I hoped he would have better luck than he had had earlier in the trip, but the same luck seems to have conspired."

TRAIN IN HARD LUCK; WAS IN SECOND WRECK

Engine of the Exposition Flyer Was Derailed at Carbon, Ind., Causing Four Hours' Delay.

The remnants of the Big Four's exposition flyer, No. 43, that was carrying the injured from Avon, Ind., to St. Louis, pulled by the engine that had been in the platform of the Carbon, Ind., shortly after 5 o'clock this morning.

At Carbon there is a patent interlocking switch. The train was expected to stop at Carbon, and the switch was so set that a train that tried to pass the station would be stopped by a pile of dirt.

The engineer realized that the switch was so fixed, but he was unable to stop his train in time.

The engine and tender ran off the end of the rails into the soft earth.

The track was torn up for forty feet. A delay of four hours was caused.

BELT ENGINE JUMPED; TRAFFIC WAS DELAYED

Accident Occurred Near the East Washington Street Crossing.

A belt engine jumped the track this morning near the East Washington-street crossing of the Belt railroad. No one was injured, but the wreck caused a delay of all traffic over that section of the road for some time.

Vandalla Conductor Hurt.

(Special to The Indianapolis News.)

BRAZIL, Ind., November 28.—Conductor Whitaker, of a yard crew on the Vandalla railroad, was seriously injured in a wreck on the "Nellie" coal mine switch. The car on which the conductor was riding ran into a ditch, throwing Whitaker under the car. His injuries are not fatal.

Fatal Wreck Near Chicago.

CHICAGO, November 28.—An engine on a Wisconsin Central outgoing freight train was wrecked early this morning at Desplaines, injuring three persons, one, John Schedel, engineer, fatally. The accident was caused by the locomotive jumping the track.

KILLED BY AN ENGINE.

Ernest D. Nossaman, of This City, Met His Death at Greensburg.

Ernest D. Nossaman, who lived at 25 Highland avenue, died yesterday at St. Vincent's Hospital, from injuries received from a Big Four freight engine at Greensburg, earlier in the day. Nossaman was learning the work of a fireman, and with the regular fireman, Charles McMullen, of Indianapolis, was cleaning out the ashes of the engine's firebox. McMullen had been under the engine and came out, when Nossaman took up the work. A cut of cars ran against the engine, pushing it over the man, grinding him and fracturing his skull. He did not get medical attention for several hours after he was hurt.

TEACHERS OF MIDDLE WEST.

Two Hundred Attend a Convention at Chicago.

CHICAGO, November 28.—Two hundred teachers representing the secondary schools, colleges and universities of the middle West, met in the Lewis Institute building today for a two days' session. In his annual address President Charles H. Smith, of the Central Association of Physicians, urged a policy of expansion and suggested a federation of educational bodies in different parts of the country with a view of forming a national organization. He also made a strong plea for better equipment of laboratories in schools in the smaller cities, and that efforts be made to secure uniformity of method of teaching physics.

Exception to the Rule.

(Chicago Tribune.)

"Them two dudes," the girl at the music counter remarked, "is trying to get me to look at 'em."

"Where's your grammar?" said the girl at the book counter. "Two dudes is plural."

"I guess not," contemptuously rejoined the other. "It takes more than two of them fellows to make a plural."

SATURDAY GLOVE SALE

LADIES' FINE KID GLOVES, guaranteed quality, black, white and all colors, fitted to the hand, all sizes, \$1.39 value, at..... \$1.00 25c

LADIES' GOLF GLOVES, dark and light fancy plaid, all sizes, \$1.39 value, at..... \$1.00 25c

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